

TRANSPORTATION.

Hawkins' Omnibus Line
LEAVES MIDDLE
town every morning (Sundays excepted) at 9 o'clock and arrives at Louisville at 9 o'clock. Leaves Louisville at 1 o'clock, and arrives at Middle town about 6 o'clock P. M.
Passengers will be called for who leave their names at "Whitcomb's" on Third street, opposite the post office, or at Kirk's stable, on Fifth street, near Main.
Fare from Louisville to the Fair Grounds 10 cents; to Gilliam's 15 cents; to Middletown 25 cents.
Country chapsas, and all other articles are what we offer particularly, and the public may be assured that the Line will be permanent.
J. R. & W. T. HAWKINS.
We will also take care of and deliver mail packages at the end of and anywhere along the line, at accommodating terms. sold diff

**FOR WASHINGTON CITY,
Baltimore, Philadelphia,
NEW YORK, & C.
Most direct through Line for the East
BALTIMORE & OHIO
RAILROAD!
THIS GREAT WORK OF INTER-
EST** is approximately 60 miles from Wheeling
to Washington, D. C., and follows the Ohio
river in January, 1905, and has now been fully
completed, approved by the Federal and State
route. This route is located in a romantic country,
richly constructed, fully equipped and managed,
and is thus rendered as attractive as well as
a safe line for travelers. The late completion of
this Central Ohio Route, from Washington to Ohio
near Wheeling, adds greatly to the importance of
this line, and will result in a more thorough
connection with the entire W. V.

TO THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND BALTIMORE. The Baltimore and Ohio Railroad, which runs daily, may be reached by this road, which runs daily, without the delay of passing through Baltimore. It is also the only line by which baggage can be checked to the terminus of the trip. The Baltimore and Ohio has a direct connection with the Railroad to Philadelphia and New York, &c.

For a full description of the route, may proceed by steamboat to Cincinnati, and there take the Railroad to connect with this line, or may leave Louisville by the Ohio and Kentucky River Railroad.

The Mail Steamers leave Louisville daily for Cincinnati, where they arrive so as to connect with the Cincinnati and Great Western Railroad, which runs daily to Columbus, connecting there with Central Ohio Railroads through Newark and Zanesville to Belleair, on the Ohio River. From there the passengers may take the steamer to place the connection with the B. and O. Railroad made direct. By express train of this route, the time

THROUGH TICKETS are sold as follows: By messengers to Cincinnati, from Louisville to Washington, \$10.00; to New York, \$12.00; to Philadelphia, \$10.00; to New York, \$10.00. To be had of F. CARTER, Ticket Agent, southeast corner of Third and Water streets, Louisville, or to ask for tickets by the Baltimore and Ohio Railroad route.

THROUGH TICKETS may also be had at the office of the Baltimore and Ohio Railroad, 100 North Second Street, Baltimore, Md., by way of the Jeffersonville, Ohio, and Mississippi, Little Miami, and Central Ohio Railroad, and by way of the Pennsylvania Railroad, \$10.00; to Baltimore, \$11.00; to Philadelphia, \$12.00; to New York, \$13.00.

AT WHEELING or Benwood the passenger takes a special train for the B. & O. Railroad, which leaves daily at 8 P. M. and 11-12 P. M., for Baltimore, Washington, (or Philadelphia) by close connection, arriving at Baltimore at 10 A. M. The Baltimore and Ohio Railroad, for speed, regularity, beauty of the country, and general comfort, this road is second to none in the Union.

road in the United States, the company is prepared to do an immense business in the transportation of freight which are carried with care and dispatch, and at rates as low as those of any other first class line. The road makes immediate connection at the wharves and in the streets of Baltimore with the Philadelphia, Wilmington and New York, steamers of Ericsson and Baltimore Steamship Company's line, by canal and sea to New York and Boston, steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight tariffs, copies of which may be had of any of the Forwarding Agents.

JOHN B. DOWNE,
Sole Master of Transportation, Baltimore.

WINTER ARRANGEMENT.
1856. Commencing January 7. 1856.

Little Miami Railroad

VIA COLUMBUS.
EXCLUSIVELY AN EASTERN ROUTE.
Quickest, Shortest, and Most Direct.
LIGHTNING EXPRESS
Through to Columbus, Crestline, and Cleveland
without change. Through to any other route pass-
engers and baggage change cars.
The only route with Three Daily Trains to Cleveland
and Buffalo, by the uniform gauge and with
outlet ferries.
The only route with reliable connection to Pittsburg
and Chicago.
The Little Miami, via Columbus being the best,
the quickest, and direct route from Cincinnati to the West,
and the only route to the West with no change of
cars or trains. Connections are certain. Passengers are not subject to delay
and have full time for meals, which is a great com-
fort to ladies. The Little Miami runs from Cincinnati
near Milford, 17 miles east of Cincinnati, connects
with Columbus, Crestline, and Cleveland, with Trains for

By 6 O'clock A. M. Train,
Wheeling passengers dine at Zanesville; Pittsburgh
passengers dine at Crestline; Cincinnati and Buffalo pas-
sengers dine at New York, Philadelphia, or Washington City. Re-
freshments are served at Baltimore.

TIME VIA LITTLE MIAMI ROUTE
From Cincinnati to

COLUMBUS in 34 hours;
CLEVELAND in 34 hours;
DUNKIRK in 14 1/2 hours;
BUFFALO in 16 hours;
CARANY in 32 hours;
NEW YORK in 24 1/2 hours;
BOSTON in 24 hours;
CRESTLINE in 16 hours;
PITTSBURGH in 16 hours;

PHILADELPHIA in 30½ hours;
WILMINGTON in 30½ hours;
BALTIMORE in 30½ hours;
WASHINGTON in 30 hours;
ST. LOUIS in 12½ hours.
 Baggage checked from Cincinnati at Cin-
 timore, Pittsburg, Cleveland, Dunkirk, and Buffalo.
 The Little Miami is a Pullman Depot.

Four Daily Trains.

FIRST TRAIN.—Cincinnati, Pittsburg, Scrabbleville,
 Wheeling, Lightning Express, leave Cincinnati at
 4 a. m. for all the eastern cities. Also, Springfield,
 Delaware, Circleville, Lancaster, and Zanesville; Bl
 through to Columbus, Crestline, and Cleveland
 without change of cars.

SECOND TRAIN.—Express Mail leaves Cincinnati at
 6 a. m. for all the eastern cities.

THIRD TRAIN.—For accommodation, leaves Cincinnati
 at 3:30 o'clock, p. m. for Columbus, Circleville and Cin-
 timore; Blanchester and Chillicothe; Hillsboro, and
FOURTH TRAIN.—Cleveland and Pittsburg Night
 express leaves Cincinnati at 7:30 p. m.

land, Dunkirk, Buffalo, New York, and Benton; on
line, Pittsburg, Baltimore, Philadelphia, and New York
city. Trains run on Sunday at 2:30 o'clock P. M. for Col
bus.

Trains run by Columbus time, 7 minutes faster than
Cincinnati.

THROUGH TICKETS.

And all information, can be obtained at the New
ices, No. 2 Burner House Building, W. L. O'Brien
1777 Broadway, New York City, or at the Home Base
ing, ALX. HAMILTON, Ticket Agent; or at the Old Ohio
southeast corner Broadway and Front street; or at
the New House; or at the New House, 1000 Broadway, West
Front street.

Office hours from 9 A. M. until 9 P. M.

P. W. STRADER, General Agent

THE OMNIBUS LINE

Call for passengers at all the principal Hotels, for
and every train. By leaving directions at either of
above hotels, call for passengers at all parts of
city, without fail.

Jas H. B. HUGGLES, Conductor

NEW ALBANY & SALEM RAILROAD

CHANGE OF RUNNING TIME.

ON AND AFTER WEDNESDAY
next, 10th instant, Trains will run on the New Albany and Salem Railroad as follows:

Express Trains will leave New Albany daily, (Sundays excepted), at 8 a. m., enroute at first stop with Trains West for Terre Haute, Vincennes, and Louisville, and arriving at Michigan City at 4 1/2 a. m.; Chicago at 12 1/2 p. m., making close connections with Trains enroute for Milwaukee, Rock Island, and Galena, and at Michigan City with Trains East, on Michigan Central Road, for Detroit, Niagara Falls, New York, Boston, etc.

Express Trains South will leave Michigan City 10 a. m., and arrive at New Albany at 12 1/2 p. m., in time to put passengers into Louisville enroute afternoon.

Trains will leave New Albany at 6 a. m., enroute

A. N. every day, Sunday excepted.
J. D. ANDERSON, Sup't

New Albany and Salem R. R. Co.

LOUISVILLE TO CHICAGO ST.

TRAINS LEAVE NEW ALBANY

daily (Sundays excepted) at 3:30 A. M., running directly through to Chicago, connecting there with trains for the West and Northwest, leaving there the following evening.

This Train connects at Greensboro with Trains for Haver and Richmond Railroad for ST. LOUIS and the SHORTEST, QUICKEST, and CHEAPEST route to that point. Connects also at Michigan City with Trains of Michigan Central Railroad for Detroit, Buffalo, Niagara Falls and the Eastern cities.

Tickets for all the principal points East and West.

Passengers by leaving their names there will be called for in any part of the city without extra charge.

JOHN B. ANDERSON, Superintendent
N. STEVENS, General Ticket Agent.

SPECIAL NOTICE
Louisville, New Albany, Lafayette, and Chicago
DAILY EXPRESS.
AMERICAN
EXPRESS COMPANY
CASH CAPITAL PAID IN, \$750,000
Proprietors:

WELLS, GUTTERFIELD & CO., N. York.
LIVINGSTON, FARGO & CO., Buffalo.

THE ONLY EXPRESS LINE
 running through to Chicago by passenger train.
 Freight taken as low as any responsible Express
 Line. Twenty-four hours in advance of other Express
 Lines.

The American Express Company will dispatch Special Expresses to New York, New Orleans, St. Louis, Louisville, New Albany, Chicago, and intermediate points, for the transportation of Bank Notes, Coins, valuable Packages, and other valuables.

Particular attention given to the Collection of Bills and other demands, by our own agents.

Our Expresses run to New York, New Orleans, St. Louis, Canada, California, Australia, and Europe, and our facilities are unequalled by any other line.

Our long experience and our extensive connections enable us to guarantee that all business intrusted to our care will have promptness and dispatch.

des dnf. FRANK TRION, Agent, 467 Main st.
Portland, Me.